

Report by
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Great Britain came closer than ever at the 1994 European Championships to taking the title with Jamie Booth being cruelly robbed of victory - the title eventually falling to the smoothly driven Inferno of Italy's Gennari...

After waiting for so long, the first ever European Championships held in Great Britain took place at the Pendle and District Model Car Club in Nelson, Lancashire. There were a few doubts about whether the meeting would be a success but by the end of the championships I think it was one

of the best ever held. The organisation by Stan Crompton and the Pendle Club in conjunction with the BRCA was very impressive and a line track had been set up.

The track length had increased from that of the GP last year and all the lumps, humps, depressions, tarmac and cobblestones were incorporated into the track. Some

drivers complained that it was difficult to see the car at all points of the track, but I would say the track was a true test for the best drivers. The track also held up brilliantly with fast times still being recorded at the end of five days racing, compared to Portugal last year when lap times varied by 10 seconds per lap!!

Hopes were high for the British on home soil and this was not unfounded. Other countries struggled on the grass at the beginning but gradually became better as the track became more slippery and bumpy.

The first day of racing was a near complete washout. During Wednesday afternoon and Thursday, drivers are allowed 10 minutes practice runs. Due to torrential rain very few drivers raced on the Wednesday. This meant that on the Thursday there was a rush for practice time slots with drivers queuing for well over an hour!! This may need to be looked at by EFRA as it meant quite a number of drivers having only 2 or 3 runs.

Friday morning saw timed practice which would give the first indication of good lap times. It soon became clear that a sub 50 second lap was good, 48 seconds very good, 47 excellent and 46 almost unbelievable! This meant that if a driver could get under 50 seconds for the majority of his/her laps then a 7 lapper would be possible.

Only five drivers could attain this mark in the practice round but this included two Britons. Danny Conway was a brilliant fifth behind



ennari Strikes!



Main picture: The assembled drivers before the start of the event. Above: Gennari crowned by his victory. Right: UK's David Crompton, Jamie Booth and John Zool.



Initially the heat to watch. Both Philippe Lachat and Jamie Booth were recording 47 second laps whilst racing each other. A slight mistake by Jamie allowed Philippe ahead and the

Lawrence Harris (T/Inferno) had a brilliant 7 lapper to place him 3rd and this meant there were two Brits in the top three. Ian Oddie made 7 laps as well to move up to 11th place.

In the final round the times were becoming even closer with one second splitting around 7 drivers! The top six were untouched but David Crompton (Mugen) finally achieved the 7 lapper he promised to go 7th and book his place in the semis. Gary Marsden also put in a superb 7 lapper under pressure to seal his place. He needed to go quicker as his other 7 lapper would not have been good enough. Danny Conway's time was good enough and

in 5:45.37. Top Brit was Gary Marsden driving the Tempo. This surprised a lot of people including Gary (I think!) to find himself 5th at a Euros! Lawrence Harris (T/Inferno) boosted the Brits with 7 laps to end 6th.

Into round 2 and yet again the Brits were the ones to watch. In heat 4 a terrific scrap between Briton Jamie Booth (T/Inferno) and Frenchman Philippe Lachat (Laro) ended in both recording the fastest times so far. Jamie was the better and

Andrea Gennari and former World Champion Maurizio Monesi, both Italian Kyosho drivers. Mugen man Daniel Reckward of Germany was second but four seconds ahead was our own David Crompton. David's Mugen powered by his Nova-Rossi was very fast and on his local track he showed everyone the way to go with an incredible run. Overall the British had six drivers in the top ten which is the best ever but as this was only practice things could soon change!

The first round of qualifying is usually very important as tracks tend to deteriorate. This was not the case at Pendle but still a good run in round 1 could book a place in the top 14 for the semi-finals.

The best run of the round went to Mugen man Daniel Vega from Spain. He set the pace with 7 laps

would stay on FTD position at the end of the round. These two drivers looked a cut above the rest at this point with some brilliant driving. Jamie's position at the top was only the second time that a Briton had been the fastest any point of a European qualification. The only other was Ralph Allum driving a Sicom in Holland in 1987!!

Jamie was not the only British success up to this point. Danny Conway achieved 7 laps with his T/Inferno to join Gary Marsden and Lawrence Harris. David Crompton was extremely quick and would have had FTD but his car ran out of fuel on his finishing lap. Stewart Wilcox (Mugen) and local man Ian Oddie (Pirate) rounded off the semis to complete the 7 Brits in the top 14!

Into round 3 and heat 4 was def-

Frenchman took advantage. A breathtaking performance gave him FTD at 7 laps in 5:36.34 which would remain unbeaten.

Philippe was destined to be one of the very best. When I saw him race about 4 years ago at the French GP he annihilated the opposition. Since then he has progressed to the best in France and this was showing. He was France's only real hope as their other top stars including Oliviere Danieri were missing. These drivers were concentrating on the World Champs next month.

in his first Euros he stayed in the semis to complete the 5 Brits in the top 14!

Out of the rest, former World and European champion Frederic Veyssiere made the semis after his last round 7 lapper. He is still racing for Yankee which is almost identical to the Hodr. Frederic was also using a scratch built Yankee engine. Another former World Champion, Maurizio Monesi stayed in the semis but did not look his ultra smooth self this time. The European champion from the last two years, Roberto Ghedini from



Left: Impressive line up of hardware for the winners. Below: Drivers had an excellent rostrum at their disposal. Bottom: Pendle club supplied an excellent track and ran the meeting perfectly.

The top five were as follows:

Name	Country	Car	Engine
1. Philippe Lachat	FR	Laro	OPS
2. Jamie Booth	GB	T/Inferno	OS
3. Lawrence Harris	GB	T/Inferno	OS
4. Daniel Reckward	GER	Mugen	Rex
5. Daniel Vega	SPA	Mugen	Mugen

Italy, was now driving the new Bergonzoni car, the Flash. This was

after a fall out with Crono. He had struggled with the new car and only kept his 1/4 final time after a team manager vote overturned a decision to rule his time out. This was due to his failure to take his car to technical inspection. The blame was finally pinned on the Italian team manager, not Ghedini, and so his time was reinstated.

Overall it was a tremendous performance by the Brits with no-one lower than the 1/32 finals - which is much better than ever before.

The final day remained dry (thankfully) and although the track became slippery the times remained quick. Drivers had had problems in tyre choice when the track was slightly damp, not knowing whether to use spike tyres or European block style. By the end of Sunday most were using blocks with the best being the Mantua Ghost. The only spike tyre that remained good was the Medial Pro 'Turbo Rats' although there were exceptions to these.

The 'Christmas Tree' format would see the top three in each final progressing a stage. The first Brit on was Harry Box in the 1/32 final. He didn't disappoint and won convincingly to move to the 1/16th finals with his Pirate. He continued this form with a brilliant win to move to the 1/8ths. Team mate Paul Entwistle also moved up in

2nd place. John Skidmore (T/Inferno) was the first Brit out after a breakage at the 8th minute mark. The other 1/16th final had four Brits in it. Tommy Chung (Hodr) and Justin Mackey (Mugen) made it a British 1-2, but really these two were drivers who should have been higher up. Kyosho team mates Mike Cradock and Mark Chaplin did not have the best of races and went out at this stage.

Harry Box's brilliant run came to an end in the 1/8th finals along with Paul Entwistle and Nick Simmerson (all Pirate). In the other 1/8th there were five Brits trying to reach the top three!!! Justin Mackey and Tommy Chung continued their upward progress for another 1-2 but this time Justin was the winner. The battle for third was between Juan Rico of Spain and myself. A late surge from yours truly was not quite enough as I missed out by 2.4 seconds after 20 minutes! This was a very quick race as all four times at the top

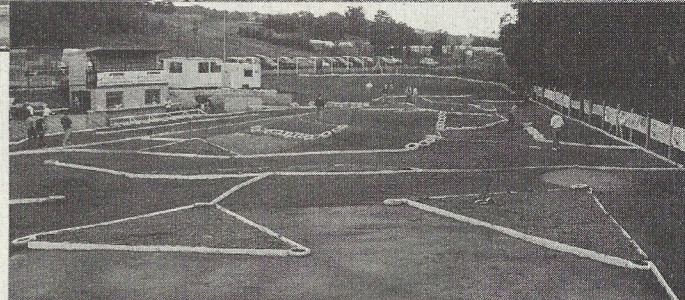
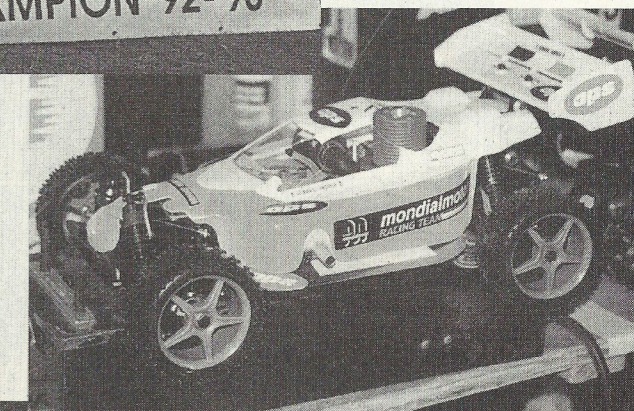
would have been good enough to qualify in the other 1/8th final as well as the 1/4 finals and semis!! Tony Miller and a rather disappointing James Weedon (Kyosho) finished 5th and 6th.

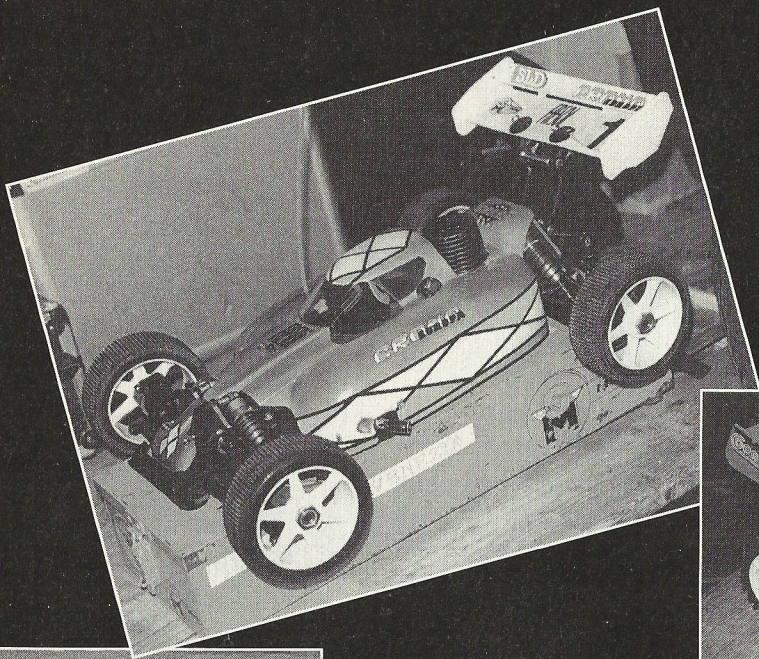
Drama then came in technical inspection when Juan Rico's fuel tank appeared to be too large. This would have given me a chance in the 1/4 finals but for some reason the German referee overruled the decision and allowed the Spaniard through!

The first 1/4 final saw Stewart Wilcox (Mugen) make the semi-final and make the British contingent six. Derek McLarney was not too far off to finish fifth but still had a

very good championship. The second 1/4 saw another British success. John Zottl (Mugen) dominated the race to win by 20 seconds with a brilliant drive. Ian Oddie looked like being the 8th Brit in the semis but on the last lap he had an engine cut. A similar fate put Justin Mackey and Tommy Chung's run to an end.

The pace was hotting up with the semis-finals taking place after a 10 minute practice was allowed. Philippe Lachat blasted away in the first semi with a 46 second first lap!! After 3 laps he was 7 seconds ahead and looked unbeatable. But with six minutes left he broke the front of his Laro and he

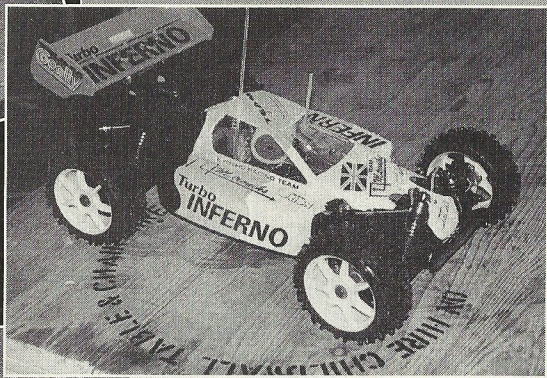




final, the drivers were introduced to the crowd with tremendous support for the British lads. Jamie Booth (T/Inferno) sped away but Monesi (T/Inferno) and David Crompton (Mugen) were right behind. All three swapped places and at the 10 minute mark there were only three seconds between all three, with some of the best driving you are likely to see! The 13th minute

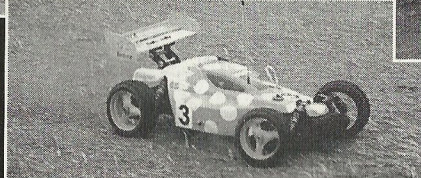
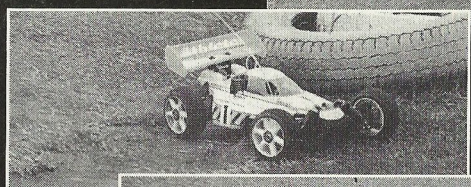
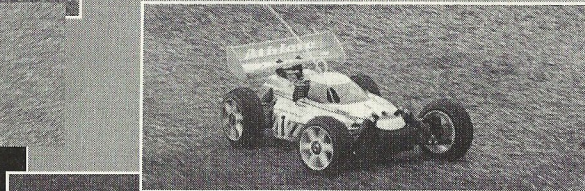
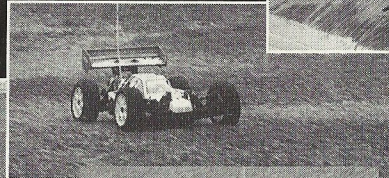
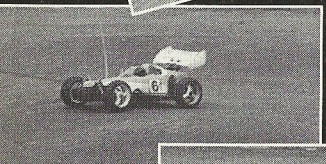
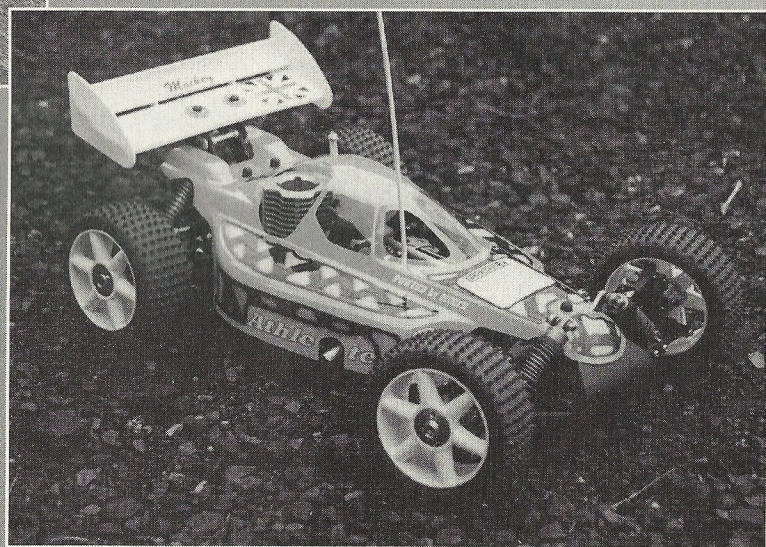
proved unlucky for the Brits when David Crompton broke his steering on his Mugen after a tussle with Monesi. Seconds later Lawrence Harris had the first of several engine cuts which was a problem affecting David Crompton later. This left our only hope in Jamie Booth.

At the 25 minute mark Monesi began to struggle through lack of grip and Jamie began to pull away. Five minutes later Jamie had a lead of 18 seconds over Daniel Reckward from Germany with Andrea Gennari coming though into third. Jamie was leaving them for dead and with 8 minutes left he was leading by 33 seconds - then disaster struck. Jamie began to have trouble with his throttle which turned out to be the ball joint on



the carburettor. He came in for repairs but just lost too much time. All of us watching felt sick so I can't imagine how Jamie felt! It was really terrible luck to say the least. This left Daniel

Reckward in the lead but an engine cut put him down. Fellow German, Erwin Weinmann (T/Inferno) now had a chance of winning but would need to overtake Italian Andrea Gennari



was out. This was devastating for him and he could not hide his emotions as his father consoled him. Success for the British continued with David Compton, after a bad start, flying through the field to win the race. This was only the second time ever that a Brit had won a semi and he did it in tremendous style from Monesi of Italy.

Lawrence Harris and Stewart Wilcox also drove magnificently and finished 3rd and 4th to go into the final. This was Lawrence's first Euros so to make the final is almost unbelievable and Stewart had progressed from the 1/4 finals! The final qualifier was Cantoni of Italy driving his SG Extreme. He had made the final from the 1/8ths which meant his car would have raced for 105 minutes by the end of the day!

The next semis was equally brilliant with a truly great drive from Jamie Booth to be the only 25 lapper and give him pole position in

the final. After only winning one semi-final ever, the British had just won two in one hour and with Lachat out people were discussing which Brit was going to win, not if! (Remember no Brit had ever won the Euros). John Zottl bowed out after a terrible start even though he was docked 10 seconds for a false start. I didn't see anything wrong but John should still be pleased with his week. Danny Conway could well have qualified but an engine cut prevented this happening along with Gary Marsden. All may have been disappointed but they need not be! As the tension mounted for the

results

1994 European Championships, Nelson, England 6-10 July

Final Ps	Name	Nat	Result	Sponsor	Car	Engine	Fuel	Transmitter	Servo	Front Tyres	Rear Tyres	Qual Pos
1	Andrea Gennari	I	54 laps in 45:41:39	OPS	Kyosho Turbo Inferno	OPS	OPS	Futaba Field Force 3	Futaba 9302	Ellegi	Courmon Atlas	6
2	Erwin Weinmann	Ger	53 laps in 45:05:49	Kyosho SMI	Kyosho T/Inferno	REX	Power Spirit 10%	Futaba FF3	KO 1003	Hong Nor 'X'	Hong Nor 'N'	8
3	Maurizio Monesi	I	53 laps in 45:10:10	OPS	Kyosho T/Inferno	OPS	OPS	Futaba FF3	Futaba 9302	Ellegi	Courmon Atlas	11
4	Stewart Wilcox	GB	53 laps in 45:13:65	Mugen Ted Longshaw Mondial Model Technics	Mugen Athlete	Mondial	Model Technics Dynaglo 25%	KO EX-10	KO 1003	Mantua Ghost	Mangua Ghost	25
5	Alessandro Cantoni	I	53 laps in 45:47:49	Mantua Models	SG Extreme	Mantua	Mantua 20%	Sanwa Gemini	Sanwa ERG-XT	Mantua Bandit	Mantua Ghose	31
6	Daniel Reckward	Ger	51 laps in 43:26:94	Mugen SMI Hobbytech	Mugen Athlete	Rex	Home made	Futaba PCM	Multiplex MC	Mugen Victory	Mugen Victory	4
7	Magnus Amilon	Swe	51 laps in 45:11:59	Kyosho R&B Concept	Kyosho T/Inferno	R&B	Model Technics Dynaglo 25%	Futaba PCM	KO 1003	Amark	Amark	14
8	Lawrence Harris	GB	50 laps in 45:25:26	Kyosho Ripmax Futaba	Kyosho T/Inferno	OS	Model Technics Duraglo 25%	Futaba FF3	Futaba 9303	Medial Pro Turbo Rats	Medial Pro Turbo Rats	3
9	Jamie Booth	GB	49 laps in 45:46:81	Kyosho Ripmax Futaba	Kyosho T/Inferno	OS	Model Technics Duraglo 25%	Futaba FF3	Futaba 9303	Medial Pro Turbo Rats	Medial Pro Turbo Rats	2
10	David Crompton	GB	48 laps in 45:51:80	Mugen Ted Longshaw Nova Rossi GW Racing	Mugen Athlete	Nova Rossi	Model Technics Duraglo 25%	Futaba FF3	KO 1003	Mantua Ghost	Mantua Ghost	7

Final British Placings

- 4th Stewart Wilcox
- 8th Lawrence Harris
- 9th Jamie Booth
- 10th David Crompton
- 13th John Zottl
- 15th Danny Conway
- 16th Gary Marsden
- 22nd Derek McLarney
- 25th Justin Mackey
- 29th Ian Oddie
- 30th Tommy Chung
- 35th Mark Stitson
- 38th James Weedon
- 40th Harry Box
- 41st Paul Entwistle
- 43rd Nick Simmerson
- 54th Mike Cradock
- 55th Mark Chaplin
- 61st John Skidmore

Well done to all for a brilliant result. Every driver was in the top half with an amazing 7 in the top 20.

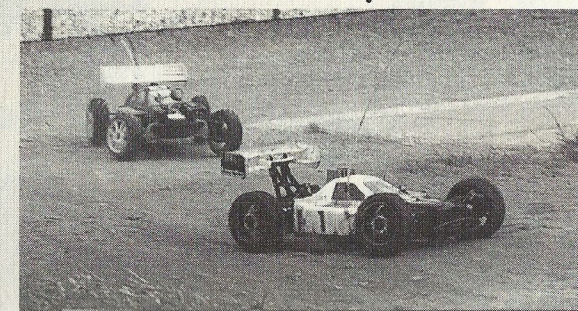
(T/Inferno). Gennari had moved through without hardly anyone noticing him and he would not be denied victory after finishing 3rd last year. Weinmann was second with ultra consistent Monesi third.

The best car at the end (apart from Gennari) was Stewart Wilcox (Mugen). He kept the British flag flying to end a marvellous fourth. This was after his tyre had come off in the warm up and he had to use his Ghosts that had already run 20 minutes! A mention should also be given to Cantoni of Italy who drove superbly from the 1/8ths to end 5th with his Extreme.

Although Lawrence Harris, Jamie Booth and David Crompton finished 8th, 9th, and 10th, they still did incredibly well. Together with Stewart Wilcox and the rest of the team, they put up the best overall performance from the British ever. Jamie was robbed of victory but showed what a class driver he is. The same could be said of Lachat

from France, but the man holding the winner's trophy at the end was Andrea Gennari from Italy giving them their third win in a row. Sponsored solely by OPS you may wonder why he, along with Monesi are not sponsored by Kyosho. This

was after a fall out because the two drivers altered the car so much from the original kit. However the talent of the man is unquestionable - but now wherever he races people will be looking - next stop Austria for the World Champs.



Left: Race action from the Euros that nearly gave the UK it's first winner...

